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DRAFT Brief Descriptions of Catalog Items

Transportation and Land Use

Technical Work Group

This document provides brief descriptions of the policy options contained in the corresponding Transportation and Land Use (TLU) Technical Work Group (TWG) Catalog of Policy Actions. The catalog and these brief descriptions will be developed more fully during the project planning process.

TLU-1. Priority Growth Centers

1.1 Infill Redevelopment

Provide economic incentives, reformed zoning, and land-use restrictions, and permit streamlining to encourage development of empty or underutilized industrial facilities and derelict properties in urban areas.

1.2. Transit-oriented Development

Provide economic incentives, reformed zoning, land-use restrictions, and permit streamlining to encourage dense mixed-use development of properties in proximity to transit stations or facilities. Transit-oriented development (TOD) is the creation of compact, mixed-use commercial or residential communities, designed to maximize access to public transit and create a community attractive to pedestrians and bicyclists.

1.3 Brownfield Redevelopment

Provide economic incentives, reformed zoning, and land-use restrictions, and permit streamlining to encourage development of empty or underutilized industrial facilities and derelict properties in urban areas. Redeveloping brownfields in urban areas can be a key factor in urban revitalization, providing new centrally located areas for residential, commercial, or mixed-use development.

1.4 Station Area Planning Requirements

Each TOD district will ideally have a Station Area Plan (SAP) so that there is a development vision and plan tailored to each specific TOD context. A SAP will contain a land use strategy, urban design standards, zoning policies, building codes, and implementation strategy to realize the vision, developed through an educational and participatory planning process. The specifics of site

design and layout developed during the SAP process will speak to the unique characteristics of each site and its surroundings and the role it plays within the larger context.

1.5 Downtown Revitalization

Provide economic development (e.g., tax-based) incentives, and reform zoning and permitting processes (parking requirements, density and mixed-use restrictions, etc.) to encourage investment in downtowns and central business districts.

1.6 Targeted Density for Priority Growth Centers

Promote targeted density when developing priority growth centers. Development density inside a growth center should be substantially higher than outside of the growth center. In addition, the central portion of the growth center will probably be more intense or dense than the surrounding portions of the growth center. This will promote walking and bicycling and decrease the use if single-occupancy vehicles (SOV).

1.7 Support Revitalization of Older, Densely Settled Urban Areas

Many rural communities are engaged in revitalization efforts to renew downtown areas and restore them to their former prominence as a center of community activity. Successful downtown projects may not only expand business, employment, and shopping opportunities but also increase and strengthen the social activity and quality of life in the community. The plan will capitalize on the historic charm, bring new retail, offices and create new residential neighborhoods in older, densely settled areas.

1.8 Support Compact, Mixed-Use Centers in Older Developed Suburban Areas

Support compact, mixed-use centers in older developed suburban areas. Centers would generally have higher densities than currently exist, as would neighborhoods close to a Center. Whenever possible, Centers would be connected by sidewalks to nearby residential communities, enabling residents to walk to shopping, recreation, transportation, and work.

1.9 Live-Work Buildings and Multi-Use Buildings

Promote the development and construction of multi-use buildings to further promote Smart Growth. Buildings should include office spaces as well as residential units.

TLU-2. Land Use and Planning Measures

2.1 Smart Growth Planning, Modeling, and Tools

Adopt goals and policies to promote and accommodate walking, biking, and public transit as alternatives to the private automobile. Encourage smart growth tools and policies that specifically target reducing single-occupant vehicles through increasing alternative transportation for commute

trips made by residents who live and work in the local jurisdiction, strategies for trip reduction through land use development standards that encourage alternative transportation and transportation demand management.

2.2 Targeted Open-Space and Natural Resource Protection

Natural and working lands play an essential role in the economic, environmental, and social well being of communities. Natural areas and open spaces increase neighboring property values, attract businesses and residents, support tourism, offer opportunities for recreation, and provide scenic value. Green infrastructure planning can help communities get this balance right. Through green infrastructure planning, a community or region can identify and prioritize natural areas that should be preserved or restored to protect long-term ecological health and build community resilience.

2.3 "Fix-It-First" and Location-Efficient Funding Strategies

The location of investments in infrastructure helps determine where growth will occur. Fix-it first policies aim to steer public spending toward projects that maintain and improve existing infrastructure in established areas. Public funds are used for extending new infrastructure into developing areas only after existing infrastructure has been updated.

Fix-it-first is a fundamentally different approach to growth than conventional practices. It has the potential to strengthen older cities and towns by supporting the significant public investments made earlier in those areas and by recognizing the efficiencies inherent in more compact development patterns.

2.4 Land Use and Building Code Reform

Modify and fund reforms of state and local property taxes, development fees, zoning/building codes and policies, and regional annexation policies to support GHG reductions and the implementation of regional growth management plans. Measures can include property tax assessment policies regarding empty or underdeveloped urban lots to encourage infill development; reducing building setback requirements; shifting parking minimum requirements to maximum standards; reducing restrictions on density, floor area ratios, and mixed-use development; and reforming on-street parking availability and pricing.

2.5 Location-Efficient Mortgage

Location Efficient Mortgage (or LEM) is a mortgage available to people who buy a home in locations where they do not need to rely on automobiles as much or at all for transportation. Location efficient mortgages allow people to buy more expensive homes than they normally would be able by factoring in the money they'll save on transportation costs.

2.6 Targeted Infrastructure Investment Section toward Priority Growth Centers

Promote overall targeted infrastructure investment section toward priority growth centers. Provide funding, grant programs and tax cuts to promote the creation of priority growth centers.

2.7 Zoning Reform Measures

Implement zoning measures that affect land use. Provide incentives for municipalities to implement these zoning measures by providing state funding. Foster more sustainable development patterns on private property through modifications to the zoning code and zoning maps.

2.8 Support Natural Resource Conservation in Outlying Areas

Outlying areas can often contain streams or creeks, floodplains, wetlands, and other important natural resources. Development on or near these resources can create negative side effects such as increasing the cost of providing drinking water, increasing the frequency and damage of flood events, and destroying vital plant and animal habitat. It is important to disseminate information about the preservation of these natural resources and support the conservation of these resources in outlying areas.

TLU-3. Local Code Development, Enhancement, & Enforcement

3.1 Emphasize Local Authority to Require Low Impact Development

Low Impact Development (LID) is an innovative storm water management approach with a basic principle that is modeled after nature: manage rainfall at the source using uniformly distributed decentralized micro-scale controls. LID's goal is to mimic a site's predevelopment hydrology by using design techniques that infiltrate, filter, store, evaporate, and detain runoff close to its source. Instead of conveying and managing storm water in large, costly end-of-pipe facilities located at the bottom of drainage areas, LID addresses storm water through small, cost-effective landscape features located at the lot level. LID is a versatile approach that can be applied equally well to new development, urban retrofits, and redevelopment / revitalization projects. Local authorities should emphasize the implementation of low impact developments.

3.2 Assess Climate Impacts of Development

Provide funding for studies and research for the assessment and evaluation of climate impacts on development in transportation systems and land-use.

3.3 Streamlining Development Projects that Reduce VMT, Energy Consumption, Transportation Impact

Environmental Streamlining requires transportation agencies to work together with natural, cultural, and historic resource agencies to establish realistic timeframes for the environmental review of transportation projects. These agencies then need to work cooperatively to adhere to those timeframes, while they are protecting and enhancing the environment.

3.4 Develop Model Green Development and Green Building Laws for Local Governments to Adapt and Adopt

Green building is the practice of creating structures and using processes that are environmentally responsible and resource-efficient throughout a building's life-cycle: from siting to design, construction, operation, maintenance, renovation, and deconstruction. Local governments are encouraged to develop model green development and green building laws to promote green building.

3.5 Assessment of Regional Impact Development Projects for Climate Mitigation

Regional transportation impacts of planned development across the county are analyzed through a program by the Transportation Agency, eliminating the need for expensive traffic analyses from each new development project, and the current lengthy negotiations over appropriate mitigations. In instances where a local traffic impact fee is already assessed, the local and cumulative traffic impacts of development would be accounted for through payment of fees. No additional analysis is required aside from that which is needed to address the localized, project-specific impacts of new development on surrounding transportation infrastructure.

3.6 Enhance Energy Efficiency Code Enforcement and Development

The review and enforcement process assures that the proposed work is in agreement with all locally adopted codes and ordinances. By working on energy code development as well as on-the-ground code education and training, this project seeks to deliver more energy efficient buildings.

3.7 Prepare Model Components to Add to Plans Regarding Transit Station Area Plans and Energy Conservation

Local governments should prepare model components to add to local plans regarding the creation and implementation of transit station area plans and energy conservation. This will set a high standard for future energy conservation and the creation of more efficient transit station areas.

3.8 Ensure Local Enforcement of the State Energy Code

Enforcement of the state energy requirements is the responsibility of the local governmental entity. Implement incentives to ensure the local enforcement of the state energy code.

3.9 Prepare Model Energy Code Enhancement Provisions for Local Adoption

Preceding the adoption or revision of an energy code, state and local governments often organize an advisory board, which includes stakeholders from design, construction, and enforcement communities. A chief responsibility of the board is to determine whether an energy standard and model energy code should be adopted. The board also considers the need to modify energy

standards and model energy codes to integrate local preferences and construction practices, and may also offer information during the adoption process.

3.10 Transferable Development Rights (TDRs)

Transferable development rights (TDRs) are property use rights that can be transferred from one property to another by government-created programs. It is a relatively new land use tool that can preserve historic buildings or environmentally sensitive land and still allow the property owner to maintain his ownership right of use. The concept is based on the principle that fee simple ownership of real estate is a bundle of rights that are divisible and severable.

TLU-4 INCENTIVE AND DISINCENTIVE PROGRAMS

4.1 Develop Incentives to Encourage the Reuse of Already Developed Properties, regardless of Ownership, before Developing Natural Areas

Already developed properties represent a major opportunity for the future, by creating new uses that strengthen the community, enhancing its quality of life and rebuilding its position in the marketplace. Incentives to encourage reuse could include the following: Tax abatements for rehabilitation and reuse of already developed properties, grants or loans for reuse and rehabilitation or historic preservation tax credits

4.2 Preserve & Manage Open Space in Hillsides and Water Spreading Grounds

The open space system can be characterized as a drainage system, particularly the river valleys and adjoining steep hillsides, which interrupt the coastal plain and link the ocean with the coastal mountain range. The limited utility of drainage systems for intensive urban development often provides an opportunity to utilize them as natural relief from urbanization in already built up areas. Similarly, canyon and hillside open spaces create green borders to urbanization and can enhance adjacent established neighborhood environments thus conserving the "quality of life" in California's communities.

4.3 Develop an Awards Program for Preservation of Open Space & Ecological Benefits

Develop an awards program for the preservation of open space and ecological benefits. The program will recognize individuals, organizations, and businesses that have demonstrated exceptional leadership and made notable, voluntary contributions in conserving resources and protecting and enhancing the environment.

4.4 Use Plants from Local Gene Pool in Local Projects Adjacent to Natural Open Spaces

Encourage the use of native plants in projects adjacent to natural open spaces. Complement the process by encouraging a Native Plant Program that educates the community about native plants and plant communities, and teaches the public to use this knowledge to protect and restore natural ecosystems.

4.5 Develop a Species List of Water Wise and Ecologically Friendly Plants for Use in New Development and Other Landscape Projects

Develop a list of plants that aid in the reduction of storm water run-off and which can be used for bio-swales, rain gardens and green roofs and walls. Plants on the species list can also be used to promote the reduction of water use in landscapes through design of water-wise garden techniques.

4.6 Provide Incentives for Development Projects that Include Significant Natural or Constructed Open Space

Provide incentives for development projects that include significant natural or constructed open space. There are many incentives for the clustering of residential units, also known as Open Space Development. The basic incentive to which developers will most readily respond is an increase in the number of units which could be permitted over the base density calculated under the parallel plan. This is generally considered a development "bonus." The amount of the bonus may vary depending on the nature of the development, and they may be used in combinations of one or more different incentives.

As an example, incentives may include an increase in the number of units if:
· additional open space is provided, beyond that normally gained in the lowering of individual lot sizes;
· a community wastewater and/or domestic water system is used (avoiding the need for septic systems and individual wells);
· recreational amenities are provided, such as tennis courts, club house, or other similar facility;
· walkways, trails, or bike paths are included within the development; and/or
· significant areas of active agricultural lands are preserved.

4.7 Provide an Extensive and Safe System for Walking and Hiking that Links Areas

By providing a safe, interconnected network or bicycle and hiking trails, people are encouraged to increase activities related to walking and biking. Providing new sidewalks and improving existing sidewalks can not only shorten pedestrian and bicycle trips but also ensure a safe system for walking and biking. Bicycle lanes can be provided both on shared streets and on segregated facilities physically separated from roadways, except at crossings.

TLU-5. ADDITIONS

5.1 Urban Growth Boundaries

An urban growth boundary, or UGB, is a regional boundary, set in an attempt to control urban sprawl by mandating that the area inside the boundary be used for higher density urban development and the area outside be used for lower density development. An urban growth boundary circumscribes an entire urbanized area and is used by local governments as a guide to zoning and land use decisions. If the area affected by the boundary includes multiple jurisdictions a

special urban planning agency may be created by the state or regional government to manage the boundary.

5.2 Location and Timing of Urban Developments

Carefully plan the location and timing of urban developments in the future taking factors such as transit oriented development and decreased sprawl into consideration.

5.3 Urban Service Lines

Expand existing urban service facility lines to handle increased potential services and increased number of commuters.

5.4 Urban-Rural Transition Zone

The Urban-Rural Transition Zone can be described as the landscape interface between town and country, or also as the transition zone where urban and rural uses mix. Where urban areas are intensively managed to prevent urban sprawl and protect agricultural land the urban –rural transition zone will be characterized by certain land uses which have either purposely moved away from the urban area, or require much larger tracts of land. As examples:

- Roads, especially *motorways and bypasses*,
- Waste transfer stations, recycling facilities and landfill sites
- Park and ride sites,
- Airports,
- Large hospitals,
- Power, water and sewerage facilities.
- Factories
- Large out-of-town shopping facilities e.g. Large supermarkets

5.5 Mixed-Used Development

Support compact, mixed-use centers. Tax and financial incentives to turn car beaches around rail stations into mixed use development, where the stations would be served by green feeder lines and green distributor lines to move people from station to office parks, down-towns, etc

5.6 Allowable Building Height

A planning commission should consider recommendations for zoning text amendments that would revise certain residential building height standards in place under the current zoning ordinances. The planning commission should settle on an allowable building height and enforce these building codes.

5.7 Flexible Development Standards

The purpose of the Flexible Development standards is to permit a better relationship of development to land qualities by allowing flexibility in lot size, frontage and setbacks. Road design standards are often reduced from conventional engineering standards. The goal of a Flexible Development Standard is to minimize the disruption to the land and to

abutters; take into account the natural features of the site; and preserve the character of a city or town.

5.8 Supportive Pre-planning

The Pre-planning phase highlights the importance of day-to-day facilities management in shaping a successful infrastructure and land use project. During this process especially the evaluation of alternatives to proposed project is important.

5.9 Prototype Adaptive Use Buildings

Adaptive façades are poised to capitalize on technology transfer from other disciplines, which can allow the building industry to mass produce sustainable building parts and bring down the cost of these systems to attractive levels

5.10 Employer Assisted Housing

Employer-assisted housing (EAH) is a generic term to describe any number of ways employers are investing in homes for the local workforce. By helping employees buy or rent homes close to work or transit, employers help reduce the long commutes that contribute not only to time away from family, traffic congestion, dependence on foreign oil, and air pollution, but also to employee stress and fatigue.

5.11 Services Near Employment Centers

Attract services such as rideshare programs near employment centers. Also encourage other services such as food courts, dry-cleaners etc. to establish businesses near employment centers.

5.12 Housing Overlay Zoning

Overlay zoning can be an extremely powerful tool in building affordable housing. An ordinance establishing affordable housing overlay zoning lists sites on which residential densities will be increased if a given level of affordability is achieved. A map showing these sites is "overlaid" on the existing zoning map. An overlay can apply to all sites within particular zones or only selected sites.

5.13 Transit-Oriented Mixed-Use Development

Transit-Oriented Development (TOD) - compact, mixed-use development within walking distance of public transportation - is a key element of livable and sustainable communities. TOD creates communities where people of all ages and incomes have access to transportation and housing choices by increasing location efficiency and allowing people to walk, bike and take transit for their daily trips.

5.14 Amend Code to Promote Transit-Oriented Mixed-use Development

Amend code to promote Transit-Oriented Development (TOD) - compact, mixed-use development within walking distance of public transportation - is a key element of livable and sustainable communities. TOD creates communities where people of all ages and incomes have access to transportation and housing choices by increasing location efficiency and allowing people to walk, bike and take transit for their daily trips.

5.15 Rezone to Allow Mixed Use

The zoning codes should provide a balanced plan for the area that is intended to guide future growth and development. These recommendations call for allowing new residential development at moderate

densities, balanced with the retention of the existing manufacturing zoning in the other areas in order to ensure space and opportunities for commercial and light industrial investment and development.

5.16 Expand Zoning for Multi-Family Housing

Support policies that expand zoning laws for multi-family housing.

5.17 Flexible Parking & Building Height

Support the revision of land development regulations to remove rigid parking requirements that typically result in an oversupply of unnecessary parking spaces. Revisions may include reducing the number of required parking spaces, or allowing shared parking between adjacent facilities. This policy also includes the revision of building height requirements.

5.18 Density Bonus Program

The Density Bonus Program allows increases in the number of dwellings which may be built on a property. A developer who wishes to take advantage of a density bonus may be allowed to increase the total number of units that can be constructed in a new project over that otherwise allowed, provided that a certain percentage of the total number of the additional units are reserved for lower and low or moderate income households.

5.19 Discourage Auto-oriented Development

Discourage long-distance, single-occupant automobile commuting while increasing resident access to employment, shopping, and recreation by transit or other alternatives to single-occupant vehicle use in order to reduce congestion, time lost to travel, and air pollution.

5.20 Transit-oriented Brownfield Development

There are a number of public incentives for encouraging development and redevelopment near transit. These include sharing infrastructure development costs, providing for brownfield remediation, streamlining the development process, and adopting District Improvement Financing (DIF) and Tax Incentive Financing (TIF) districts.

5.21 Public Transit Development Focus

The transit agency, state and local officials, and policy makers must demonstrate a clear, long-term commitment to transit. The quality of the transit service is also important (frequency, cleanliness, safety, and reliability.) Local policies need to support and encourage transit usage. Pedestrian and bicycle access to transit facilities should be enhanced, and parking policies should discourage the use of the private automobile with the expansion of park and ride facilities.

5.22 Density Near Activity Centers

Zoning changes are fundamental to encouraging TOD in station areas. These may take the form of changes to the underlying zoning, interim zoning while plans are prepared for the station areas, or zoning overlay districts. This also includes increased density near activity centers of towns and cities.

5.23 Density Near Transit Routes

Zoning changes are fundamental to encouraging TOD in station areas. These may take the form of changes to the underlying zoning, interim zoning while plans are prepared for the station areas, or zoning overlay districts. This also includes increased density near transit routes.

5.24 Links to Transit Stops

Increase links to transit stops to increase the use of transit. This could include bike and pedestrian walkways and streets with increased connectivity that link each transit stop to the other.

5.25 City Oriented Corridors

The overall intent of the corridor is to provide for increased economic development through a mix of office, retail, residential, hotel and industrial uses. The local jurisdiction is encouraging mixed-use development and redevelopment for properties along the corridor to strengthen the local jurisdiction's non-residential tax base for the future and to provide additional development opportunities for property owners.

5.26 Transit-oriented Development Design Standards

Station area design guidelines can help ensure that new development of redevelopment of existing sites and buildings is pedestrian-friendly, attractive, and connects the neighborhood to the transit station. TOD design guidelines often address the design of parking (including berms and landscaping around lots), pedestrian furniture, signage, street lighting, sidewalk width and materials, ground level building façade design and materials, and respect for neighborhood spaces. TOD projects should also incorporate LID techniques such as multi-level/ covered parking structures and green roofs to reduce impervious surfaces and stormwater runoff.

5.27 Affordable Housing

Affordable housing is a term used to describe dwelling units whose total housing costs are deemed affordable to those that have a median income. Although the term is often applied to rental housing that is within the financial means of those in the lower income ranges of a geographical area, the concept is applicable to both renters and purchasers in all income ranges.

5.28 Design Short Walk to Center

Design cities in towns efficiently so that residents will only have a short walk to the center of the local jurisdiction.

5.29 Increase Density toward Center

Zoning changes are fundamental to encouraging TOD in station areas. These may take the form of changes to the underlying zoning, interim zoning while plans are prepared for the station areas, or zoning overlay districts. Components of the zoning often include providing for mixed uses, density bonuses, parking restrictions, reduced setbacks, and pedestrian amenities. The zoning should be tailored to respect the unique setting of individual stations.

5.30 Direct Business Space to Center

Support the creation and use of business space to the center of a town or city. Also provide incentives that attract businesses to rent space close to the center.

5.31 Locate Schools w/ Safe Routes

Safe Routes to School programs enable community leaders, schools and parents across the United States to improve safety and encourage more children, including children with disabilities, to safely walk and bicycle to school. In the process, programs are working to reduce traffic congestion and improve health and the environment, making communities more livable for everyone.

5.32 Location of Driveway

Encourage the use of porous pavement when building a driveway. It often appears the same as traditional asphalt or concrete but is manufactured without “fine” materials, and instead incorporates void spaces that allow for infiltration. The use of porous pavement in combination with selecting an adequate location for the driveway can aid in stormwater management. Traditional stormwater management practices significantly reduce groundwater recharge has led to a number of environmental concerns in recent years. As infiltration decreases, base flows in streams are decreased and previously flowing, small streams now often dry up between rains.

5.33 Street Parking as Buffer

Parking can also provide a buffer between moving motor vehicle traffic and pedestrians along a sidewalk. In addition, businesses that rely on on-street parking as opposed to parking lots are more geared toward pedestrian access; they're more likely to orient their building to the sidewalk. This attention can foster a more vibrant pedestrian commercial environment.

5.34 Developer Fee

Developer's Fee is compensation to the developer for the time and risk involved to develop the project. It is typically based on the size of the project, the total development cost and the risk associated with the project.

5.35 Reduce Fees for Brownfield Development

Provide monetary incentives, such as reduced fees in order to encourage brownfield development.

5.36 Fees for Greenfield Development

Implement fees to discourage Greenfield development.

5.37 Planting Trees for Shade

Trees alter the environment in which we live by moderating climate, improving air quality, conserving water, and harboring wildlife. Climate control is obtained by moderating the effects of sun, wind, and rain. Radiant energy from the sun is absorbed or deflected by leaves on deciduous trees in the summer and is only filtered by branches of deciduous trees in winter. We are cooler when we stand in the shade of trees and are not exposed to direct sunlight.

5.38 Replace Hardscape with Low-Water Landscape

Low-water landscape and plants can reduce the heat-island effect that is sometimes associated with hardscape. Increased used of low-water landscape and xeriscaping reduces the heat island effect.

5.39 Xeriscaping

Xeriscape based design can be very beautiful and generally requires less water, fertilizer, maintenance, and pest control than traditional landscaping. And, of course, using less of these will save you time and money. The principles of xeriscaping address the areas of slope, plants, plant groups, watering methods, and soil. And because xeric design is based on principles, shape and other design aspects can be based on and used for any design style.

5.40 Equal Pedestrian Access

Direct land use and transportation development, through the permit process, to issue equal or better access by foot or bicycle to education, recreation, retail, commercial office and other appropriate types of development.

5.41 Public Involvement

Encourage awareness programs that increase the understanding of alternative forms of travel, encourage transit and illustrate the health and environmental benefits if walking and biking.

5.42 System Interconnectivity

Ensure system interconnectivity between different modes of transportation. For example, coordinate bus arrival with train departures and ensure that transit stations are accessible by other modes of transportation such as buses and bicyclists.

5.43 Zoning and Codes for Live-Work

Allow live-work units in residential-commercial zones and commercial zones and create additional zoning and codes for live-work units.

5.44 Complete Street Policy

In urban planning and highway engineering, complete streets are roadways designed and operated to enable safe, attractive, and comfortable access and travel for all users. Pedestrians, bicyclists, motorists and public transport users of all ages and abilities are able to safely and comfortably move along and across a complete street. This option supports the implementation of policies supporting the complete street concept.

5.44 Develop Green Alley Program